

# BookletChart™

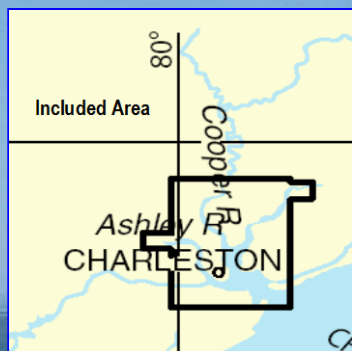
## Charleston Harbor

NOAA Chart 11524

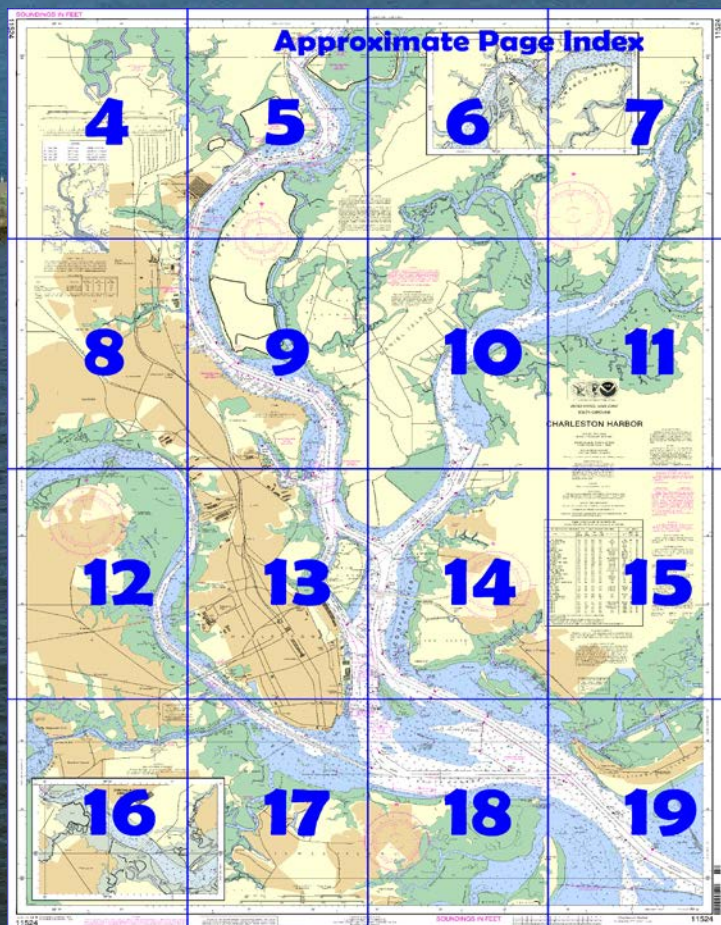


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11524>



#### (Selected Excerpts from Coast Pilot)

**Charleston Harbor** is the approach to Charleston and the Cooper, Wando and Ashley Rivers. The harbor is easy of access day or night in clear weather, and is one of the best harbors of refuge on the South Atlantic coast.

Small craft should take precautions whenever anchoring or mooring in proximity to the main shipping channels by always maintaining a proper lookout, displaying proper navigational lights, and

exercising good seamanship. Small craft are subject to the hydraulic and hydrodynamic effects generated by deep-draft vessels passing in the shipping channels even when such deep-draft vessels are proceeding at

slow speeds. These effects can cause extreme surging and, in shallow water, can generate high waves. Vessels anchored in shallow water seeing the approach of a deep-draft vessel should get underway and meet these potential hydraulic and dynamic effects in a safe and seamanlike manner. Small craft should never anchor by the stern nor should they moor to the rock jetties, aids to navigation or bridge abutments southeast of Charleston Harbor are used extensively by the U.S. Navy and other military services to conduct various types of surface, subsurface, and aircraft training exercises. Fleet Area Control and Surveillance Facility (FACSFAC), Jacksonville, FL, exercises cognizance of the operating areas, makes area assignments, ensures promulgation of firing notices, issues schedules, and prescribes necessary additional regulations.

**A regulated navigation area** extends northeast and southeast along the northern side of the entrance channel from Charleston Entrance Channel Lighted Buoy 16.

The entrance to Charleston Harbor is between converging jetties. The north jetty is almost completely submerged at MHW. There are no lights on the jetties and smaller craft approaching from the north close to shore at MHW should exercise extreme caution not to confuse the south jetty for the north jetty. It is recommended all vessels align seaward of Lighted Buoy 18 before final approach to the jetty entrance.

**Dangers.**—The danger area of a former World War II minefield is off the entrance to Charleston Harbor. The area is open to unrestricted surface navigation but all vessels are cautioned not to anchor, dredge, trawl, lay cables, bottom, or conduct any similar type of operation because of residual danger from mines on the bottom. An **“anchor at your own risk”** anchorage, within the danger area, is on the north side of the entrance channel about 7 miles NW of Charleston Entrance Lighted Whistle Buoy C. The rectangular anchorage is enclosed by the following points:

32°42.9'N., 79°42.8'W.;  
32°41.3'N., 79°39.3'W.;  
32°39.9'N., 79°40.2'W.; and  
32°41.6'N., 79°43.7'W.

The area has been searched on many occasions and no unexploded ordnance has been discovered. Vessels have routinely anchored in this offshore anchorage for many years without mishap.

**A regulated navigation area** extends northeastward and southeastward along the northern side of the entrance channel from Charleston Entrance Channel Lighted Buoy 16.

**Currents.**—Off the entrance to Charleston Harbor the tidal currents are rotary with velocities of about 1 knot. Near the entrance to the jetties the current sets fair with the channel at strengths of flood and ebb and can be expected to set across the channel with a velocity of about 0.2 knot about 3 hours after strength of flood and ebb, setting northeastward and southwestward, respectively.

**Pilotage, Charleston.**—Pilotage is compulsory for all foreign vessels and for all U.S. vessels under register in the foreign trade.

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**Restricted areas** are in the northern portion of Shipyard Creek, and in the Cooper River at the U.S. Government facility.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami      Commander  
7th CG District      (305) 415-6800  
Miami, FL



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

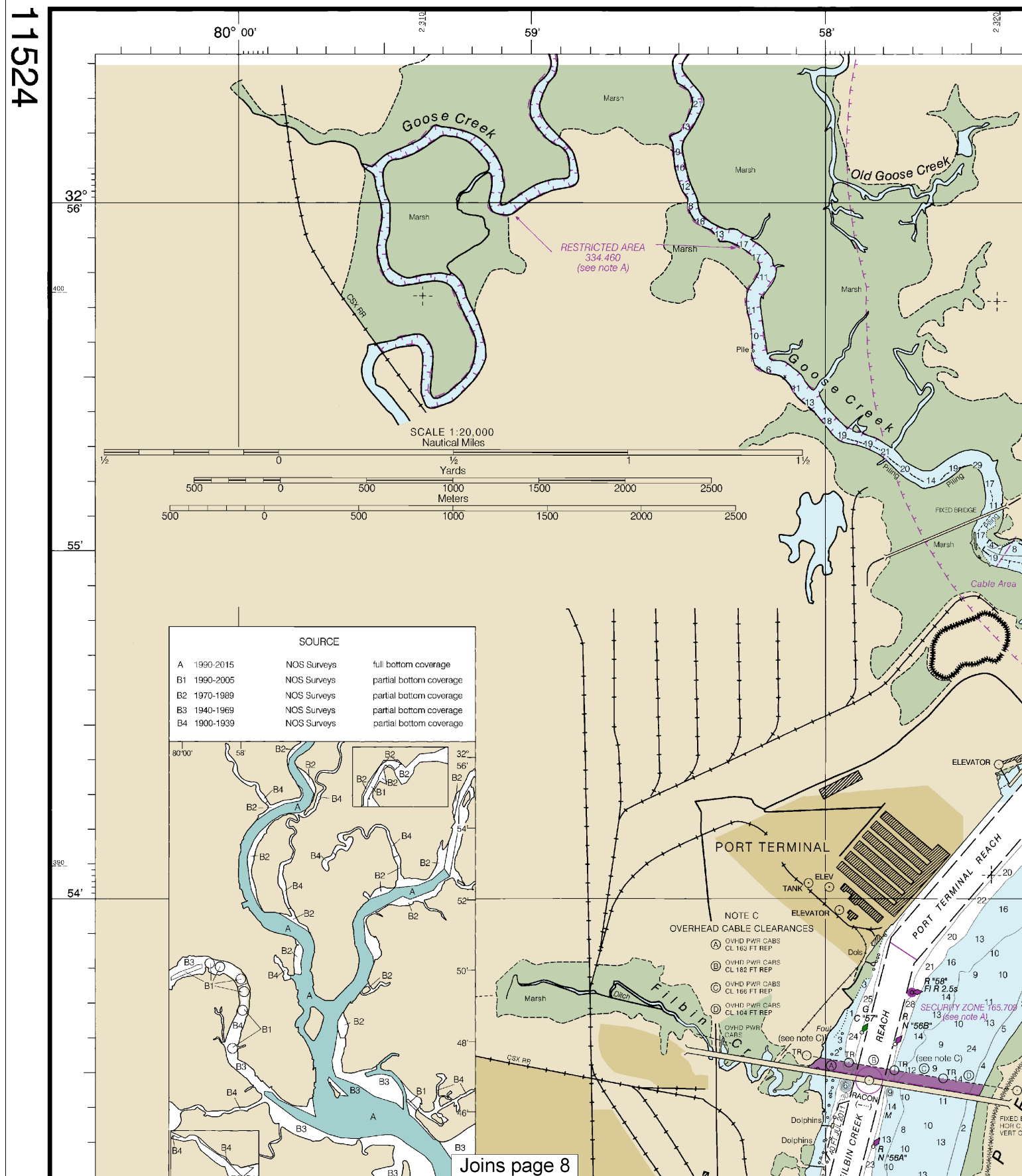


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

# SOUNDINGS IN FEET

11524



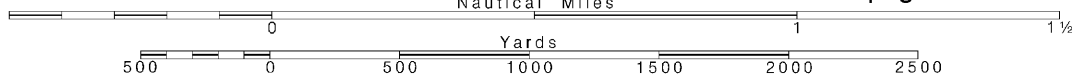
4

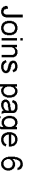
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

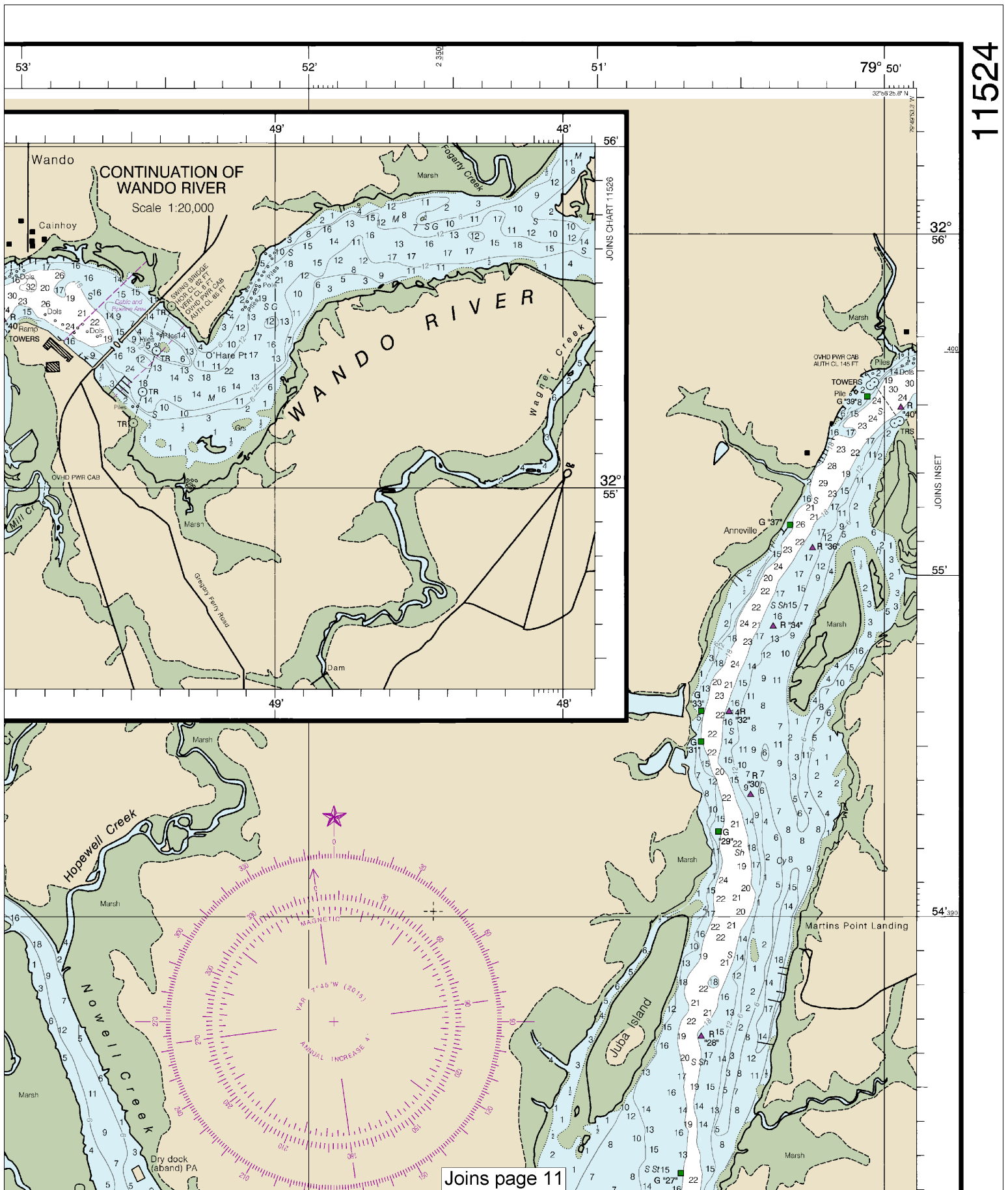




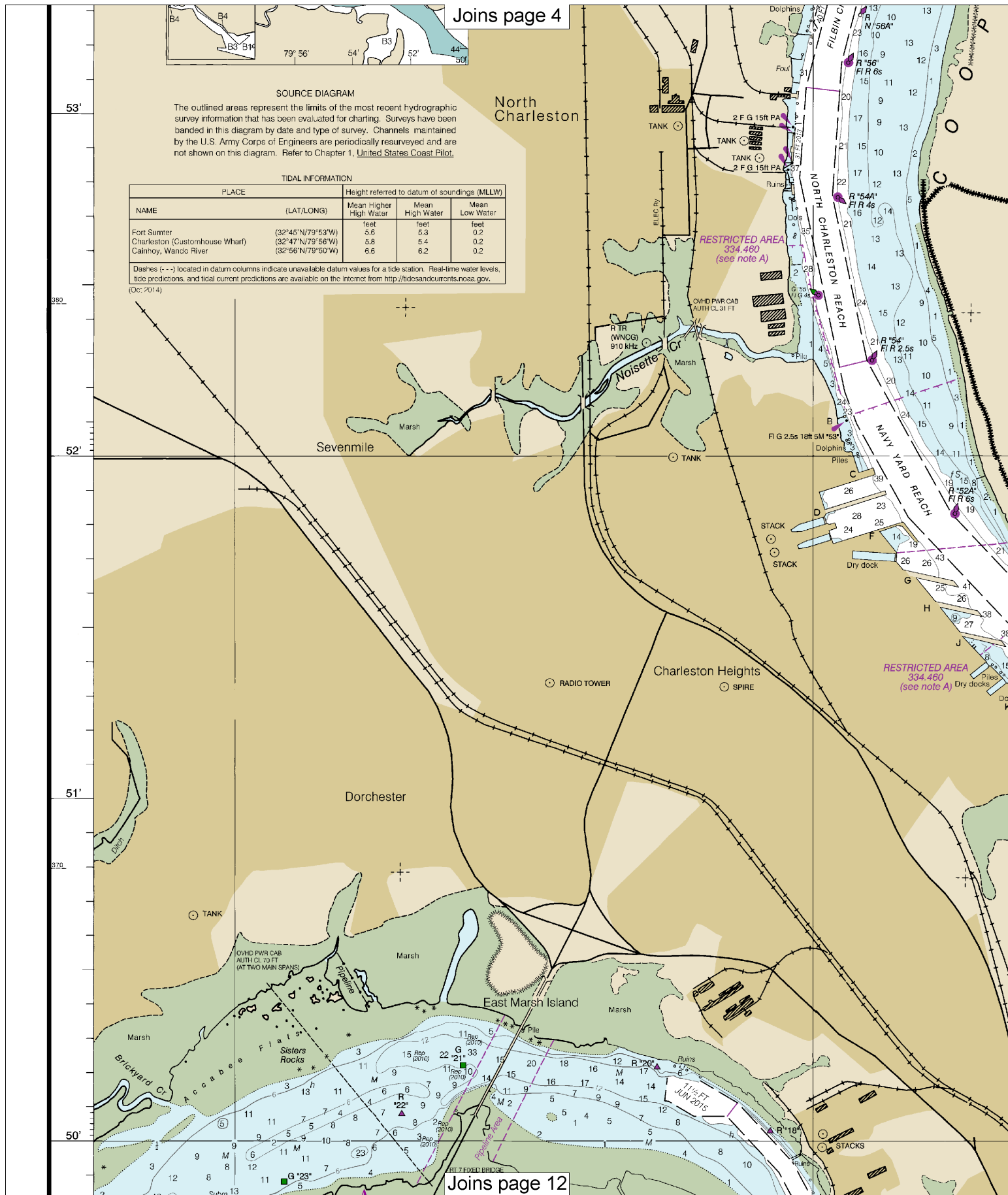
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.







54th Ed., Jun. 2015. Last Correction: 12/7/2016. Cleared through:  
 LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)



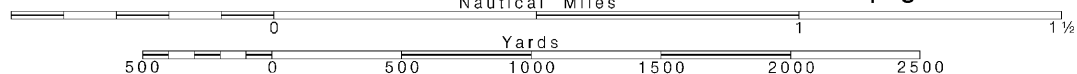
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

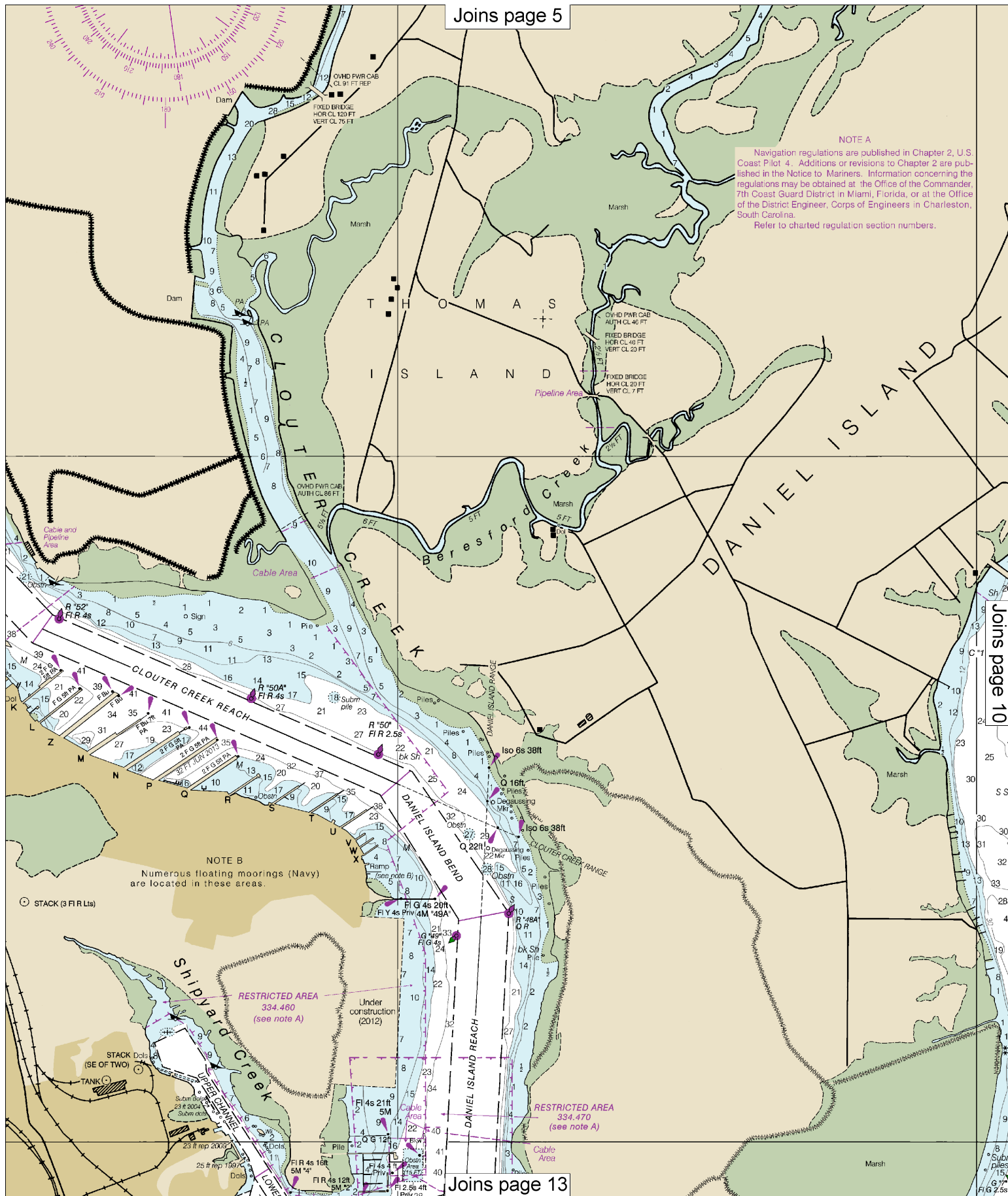




Joins page 5

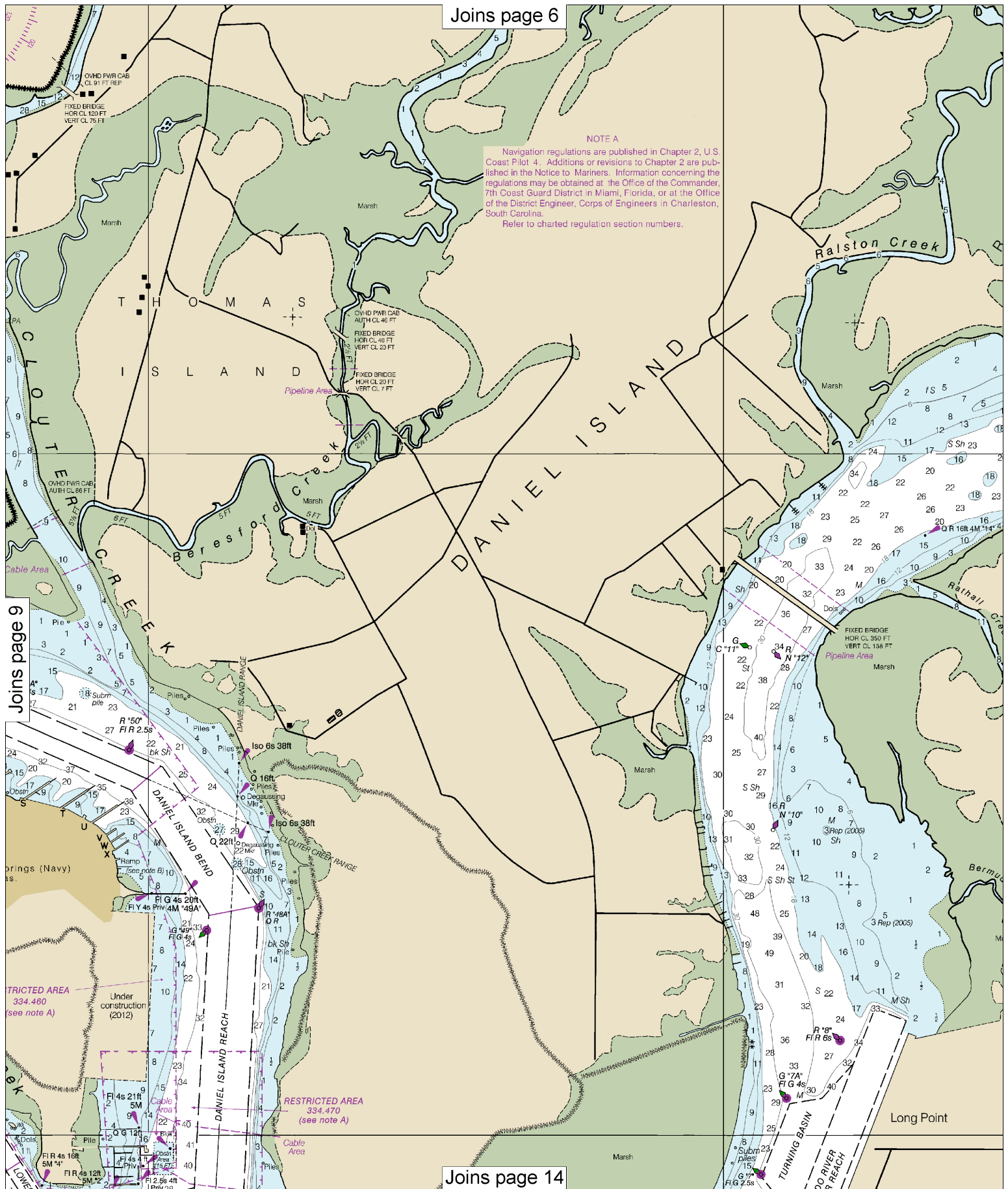
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina.  
Refer to charted regulation section numbers.



Joins page 10

Joins page 13



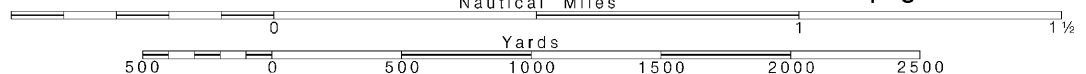
**10**

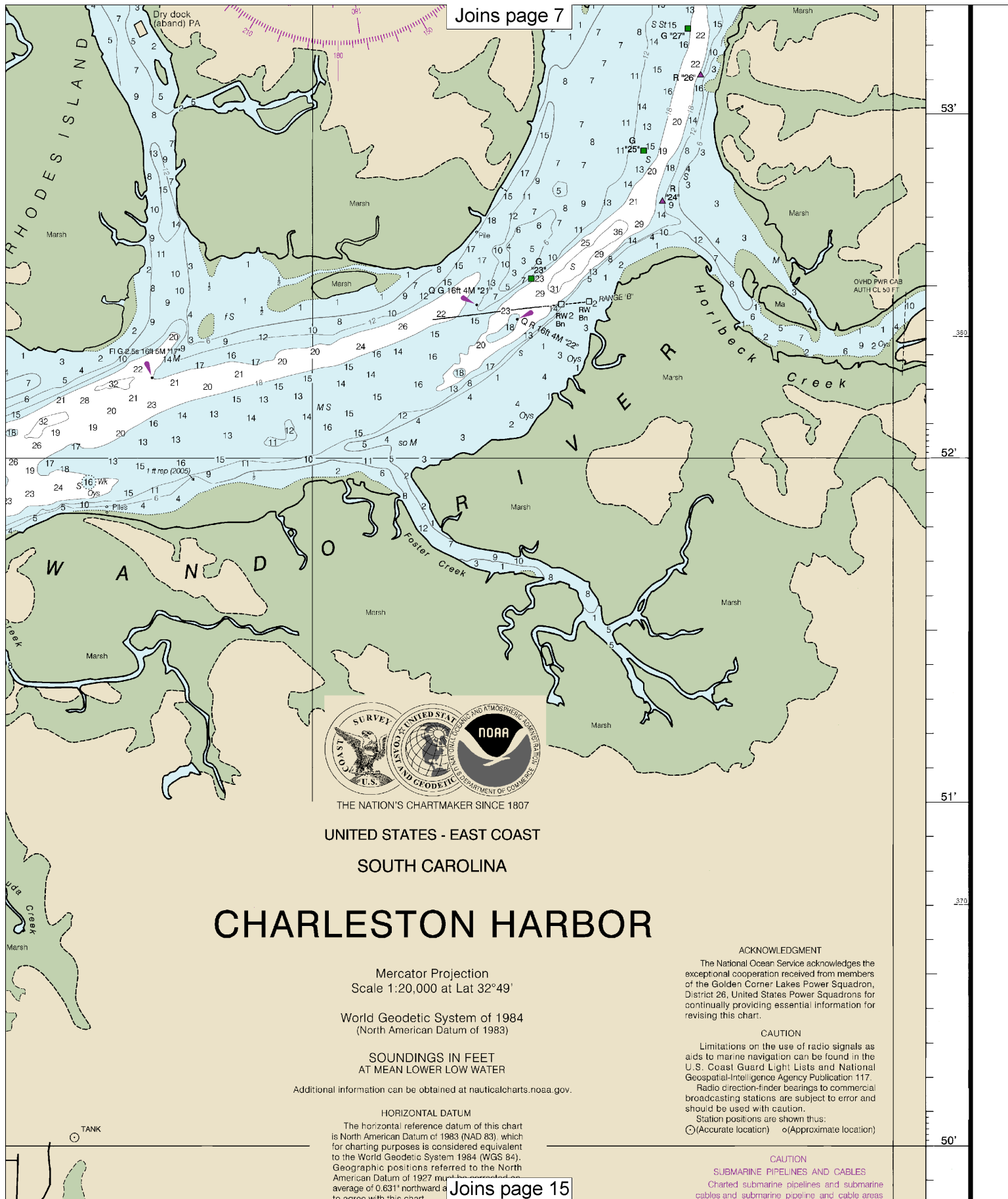
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

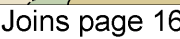
SCALE 1:20,000  
Nautical Miles

See Note on page 5.









**INTRACOASTAL WATERWAY**  
The project depth from







HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 4 for important supplemental information.  
For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: - - - - -

CHARLESTON HARBOR, COOPER RIVER AND SHIPYARD RIVER									
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2016									
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)	
FORT SUMTER RANGE	38.8	48.5	48.3	39.6	12-15	A 1000	17.0	B 47	
MOUNT PLEASANT RANGE	48.4	49.2	49.9	49.2	10-15	1000-600	1.8	45	
REBELLION RANGE	45.1	48.3	49.8	46.7	10-15	600-999	1.8	45	
ANCHORAGE BASIN A	26.4	33.2	32.8	36.9	10-15	999	1.4	45	
BENNIS RANGE	43.7	48.9	48.3	47.6	10-15	600	1.5	45	
HORSE REACH	46.1	53.4	50.3	48.8	10-15	C 600	0.4	45	
CUSTOMHOUSE REACH	33.9	36.5	42.4	39.8	10-15	999	0.7	45	
SOUTH CHANNEL	17.0	17.0	18.0	27.0	6-15	600-1000	2.9	30	
HOG ISLAND REACH	47.7	48.2	47.8	46.6	10-15	D 800-900	1.8	45	
DRUM ISLAND REACH	48.4	49.3	49.4	48.3	10-15	880	0.8	45	
TIDEWATER REACH	30.0	26.9	25.1	24.6	10-15	650	0.7	40	
TOWN CREEK LOWER REACH	35.3	38.7	40.8	41.0	10-15	450-400	1.3	45	
TOWN CREEK LOWER REACH TB	39.1	38.0	37.5	37.0	10-15	300	0.3	35	
TOWN CREEK UPPER REACH	37.2	40.5	40.4	41.3	10-15	999	1.1	16	
MYERS BEND	47.1	49.4	49.4	48.3	10-15	999	0.5	45	
DANIEL ISLAND REACH	47.7	47.8	46.8	42.1	1-16	880	1.3	45	
DANIEL ISLAND BEND	44.5	50.0	51.8	50.9	1-16	800-700	0.5	45	
CLOUTER CREEK REACH	46.9	48.6	48.2	46.2	1-16	600	1.3	45	
NAVY YARD REACH	47.0	47.2	46.4	45.2	1-16	600-700	1.1	45	
NORTH CHARLESTON REACH	48.9	50.2	49.0	46.8	1-16	500-600	0.9	45	
FILBIN CREEK REACH	45.5	50.3	50.6	47.1	1-16	500	0.8	45	
PORT TERMINAL REACH	45.6	48.9	48.9	46.3	1-16	600	0.7	45	
ORDNANCE REACH	39.8	44.5	43.3	45.7	1-16	600	0.4	45	
ORDNANCE REACH TURNING BASIN	45.8	43.8	36.7	35.5	1-16	800	0.4	45	
WANDG RIVER									
LOWER REACH	45.6	47.4	48.1	46.7	10-15	1500-400	1.4	45	
UPPER REACH	43.5	43.2	43.9	42.6	10-15	850-900	0.9	45	
TURNING BASIN	43.9	47.2	47.7	49.2	10-15	550	0.7	45	
SHIPYARD RIVER (SHIPYARD CREEK)									
LOWER CHANNEL	40.7	42.0	39.0	40.2	10-15	E 1300-300	0.7	45	
TURNING BASIN	41.4	41.8	43.4	---	10-15	999	0.2	46	
UPPER CHANNEL	16.1	19.1	20.4	18.4	10-15	200	0.6	30	
COOPER RIVER									
RANGE A	39.0	39.0	39.0	F37.0	6-11; 9-11	400-650	1.2	35	
RANGE B	32.6	35.1	35.1	35.0	3-10; 6-11	500-700	0.9	35	
RANGE C	22.0	32.6	39.0	35.0	1-9; 12-03; 6-11	550-1000	0.9	35	
RANGE D	29.8	30.0	28.0	26.0	3-10; 6-11	400-650	0.7	35	
RANGE E	31.0	36.0	36.0	38.0	6-11	350-650	0.4	35	
RANGE F	25.0	34.0	38.0	34.0	1-9; 6-11	850-800	0.3	35	

A. MAINTAINED 800 FEET WIDE AT PROJECT DEPTH OF 47 FEET.  
B. FINAL 100 FEET LEFT AND RIGHT PROJECT DEPTH 42 FEET.  
C. ONLY REPORTING 600 FEET WIDE FROM RIGHT TOE OF CHANNEL.  
D. ONLY REPORTING 300 FEET LEFT AND RIGHT OF CENTERLINE.  
E. ONLY REPORTING 150 FEET LEFT AND RIGHT FROM CENTERLINE.  
F. 31.0 FT ALONG CHANNEL EDGE.  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

#### POLLUTION REPORTS

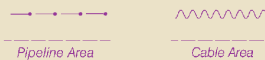
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### INTRACOASTAL WATERWAY

The project depth from Charleston to Beaufort, S.C. is 12 feet.  
The controlling depth is published in the Coast Guard Local Notice to Mariners.

#### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

#### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### PLANE COORDINATE GRID

(based on NAD 1927)

The South Carolina State Grid (south zone) is indicated on this chart at 10,000 foot intervals thus:



The last three digits are omitted.

#### NOAA WEATHER RADIO BROADCASTS

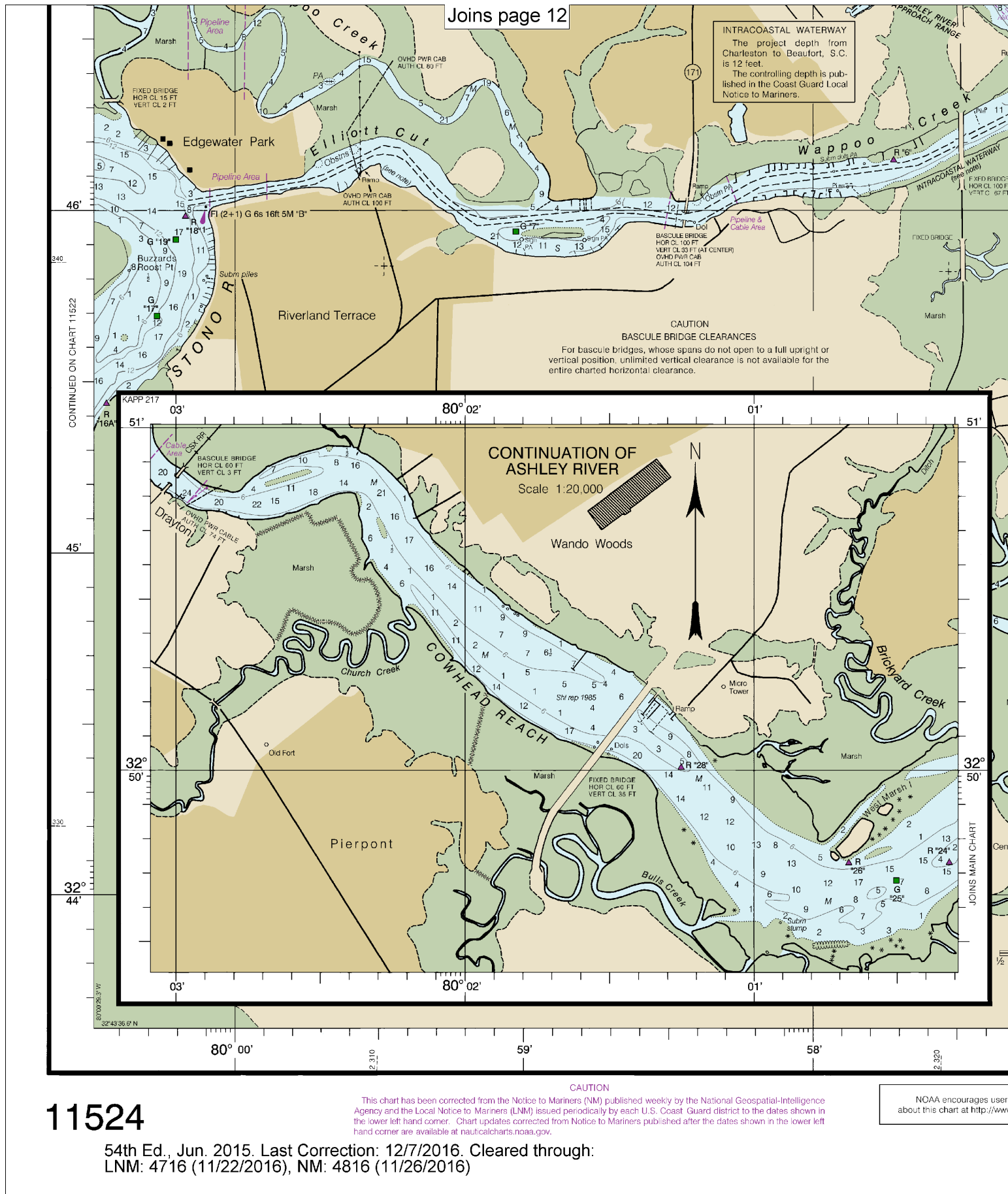
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Charleston, SC KHB-29 162.550 MHz  
Beaufort, SC WXJ-23 162.475 MHz

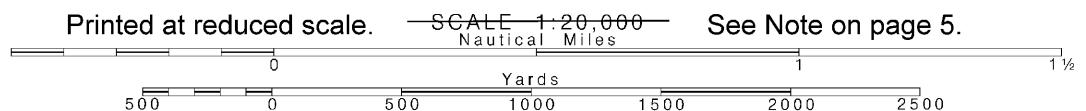
TV TOWER  
1049 ft  
FI R Lts

TV TOWER  
838 ft  
FI R Lts

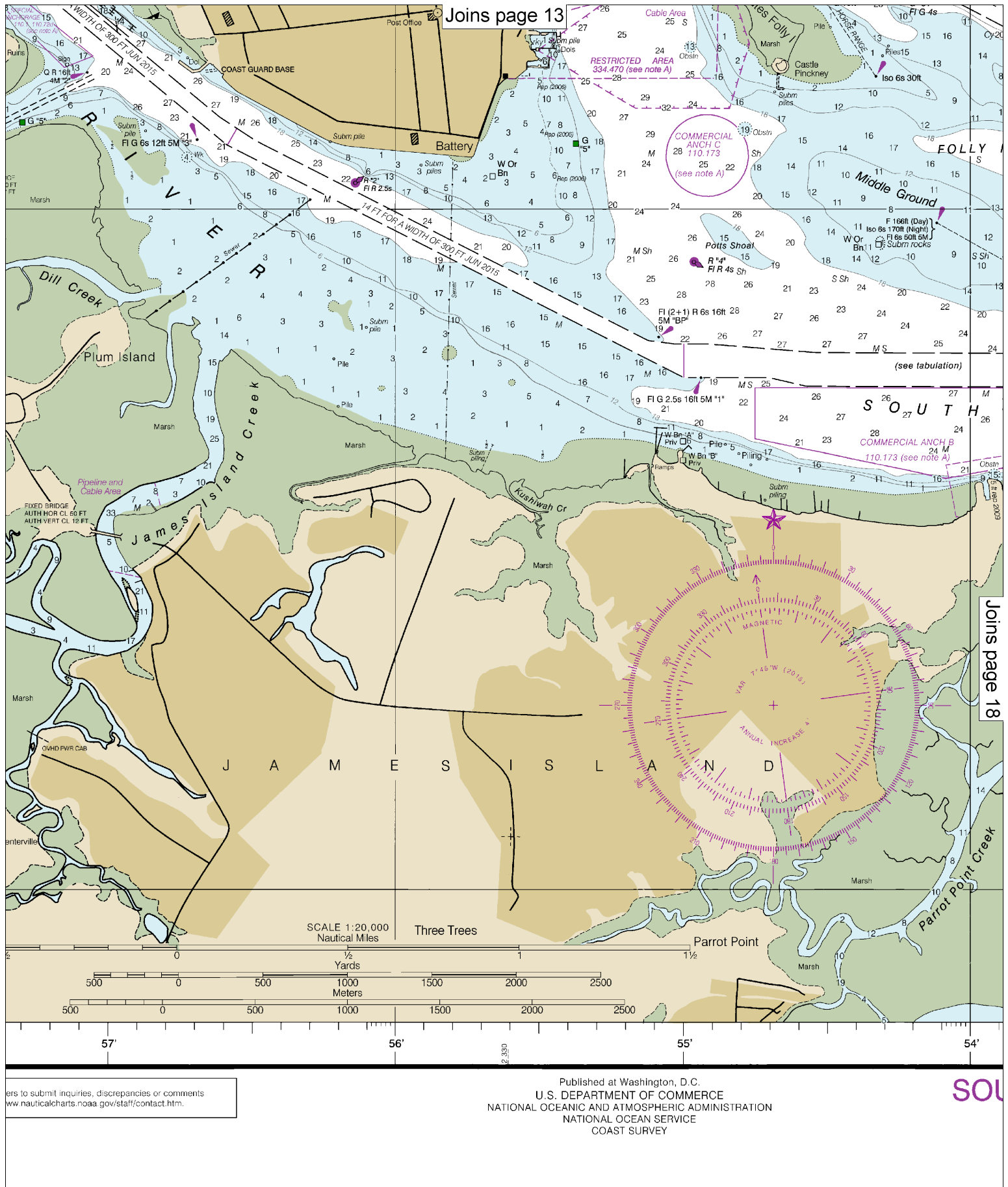
BEN SAWYER MEMORIAL  
SWING BRIDGE  
HEIGHT 101 FT  
VERT CL 31 FT  
2000 TON CAP  
AUTH CL 80-T



Note: Chart grid lines are aligned with true north.



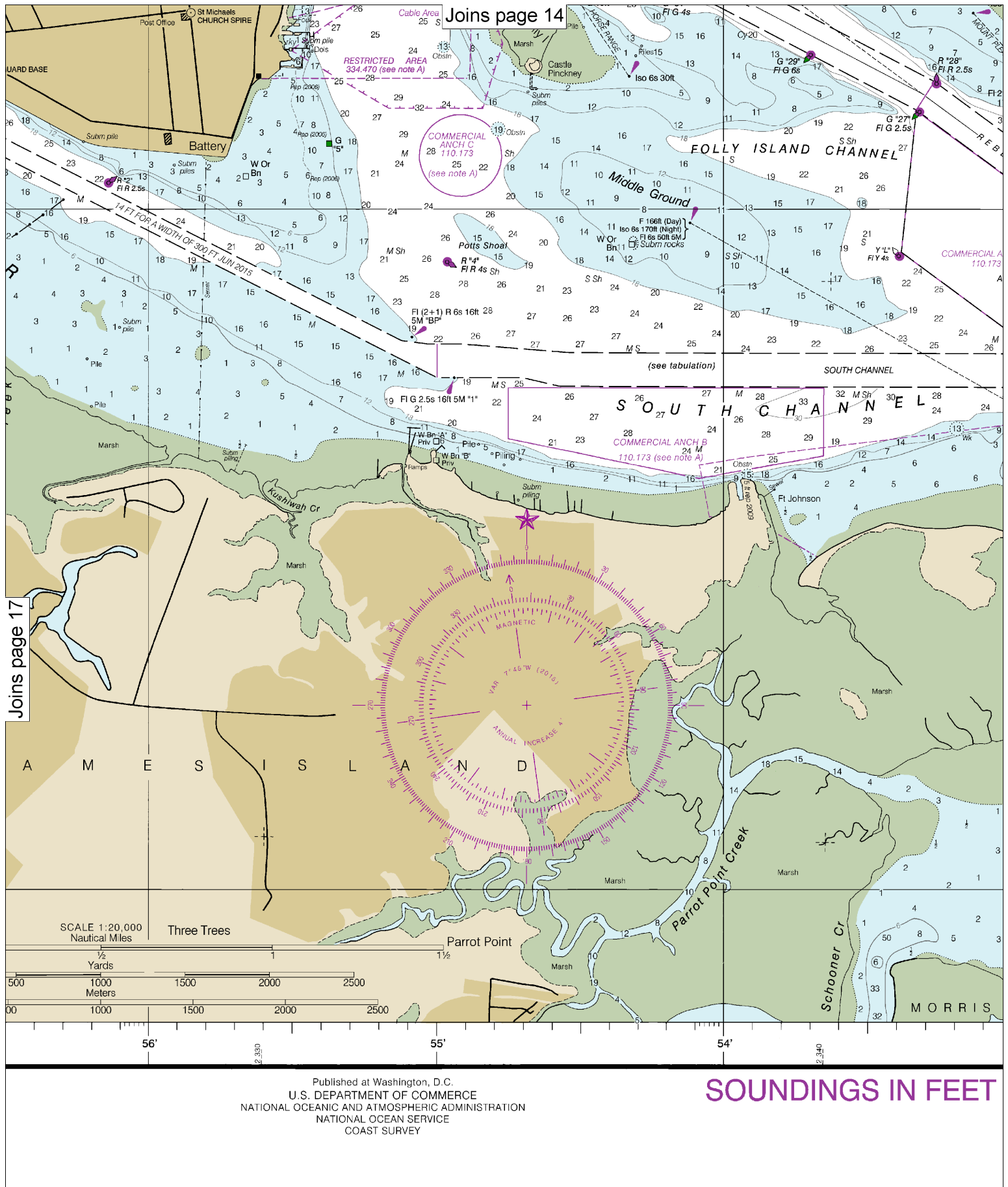
See Note on page 5.



ers to submit inquiries, discrepancies or comments  
ww.nauticalcharts.noaa.gov/staff/contact.htm.

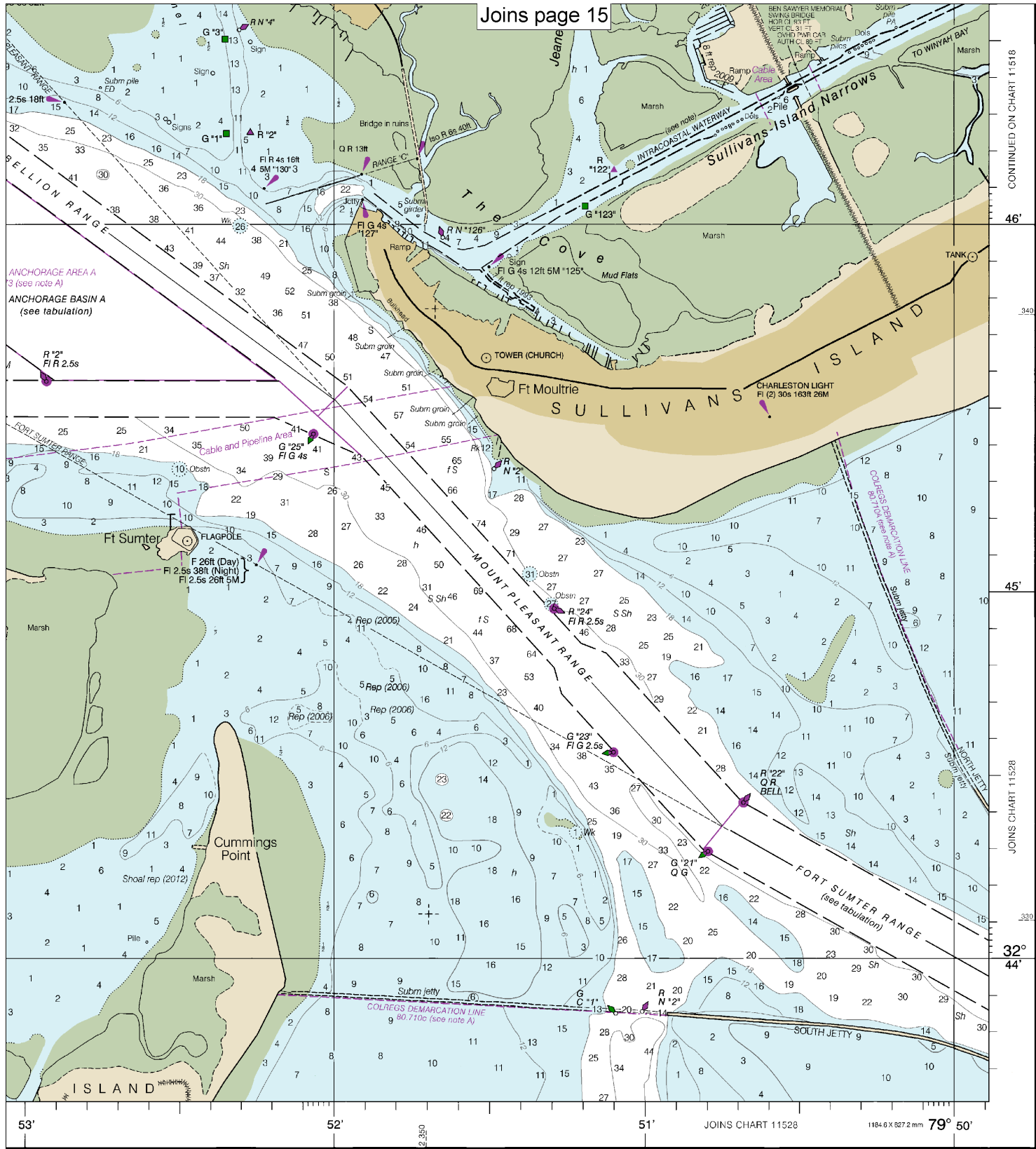
Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY





Note: Chart grid lines are aligned with true north.

Joins page 15



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Charleston Harbor  
SOUNDINGS IN FEET - SCALE 1:20,000

11524



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.